

NSM

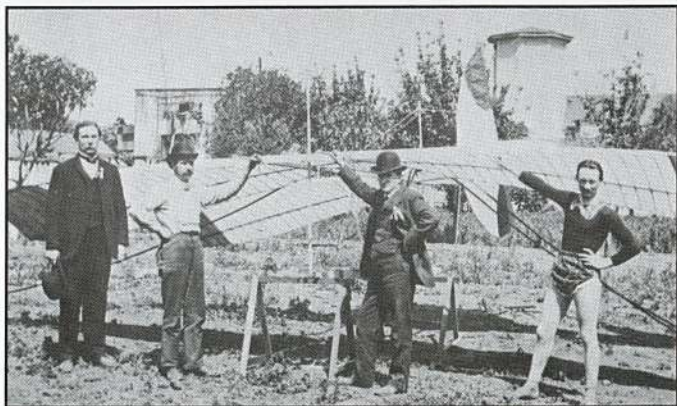
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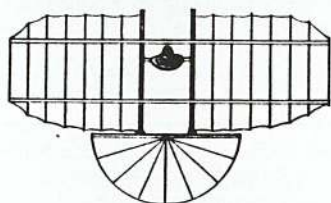
Torrey Pines, San Diego, California - Wellspring of Motorless Flight Since 1884 Designated National Soaring Landmark



Soaring above the ocean bluffs at Torrey Pines. Leading the group is Ray Proenneke in a Stan Hall designed Cherokee II homebuilt sailplane. (From the NSM multi-media collection)



The 1905 Montgomery glider; builder J.J. Montgomery, second from right; pilot, circus performer and parachute jumper, Dan Maloney at right.



Left, First Montgomery glider built in 1884. Right: Second Montgomery glider built in 1885. Both were mentioned in Octave Chanute's 1891-94 "Progress in Flying Machines."

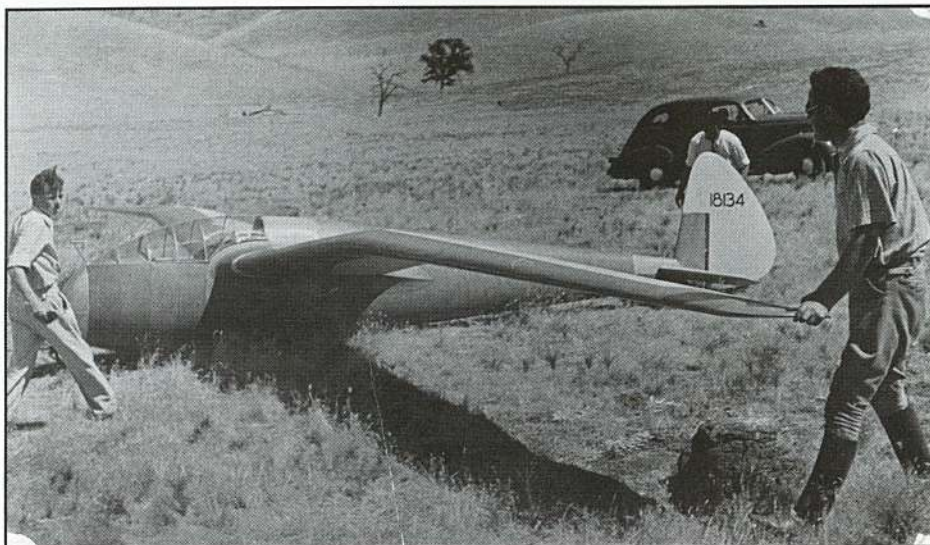
The year was 1884 - America's forgotten pioneer gliderman, Professor John J. Montgomery made his first successful glider flight off nearby Otay Mesa, a 600-foot hop towards mankind's race skyward. Of this flight Montgomery, a science and mathematics instructor at Santa Clara College said, "The first feeling...was that of fear. Immediately after came a feeling of security when I realized the solid support of the wing surface...I felt I was self-bouyant." (1)

Thus started a tradition in Southern California/Torrey Pines that endures to this day. In June, Torrey Pines became the latest of five sites recognized by the National Soaring Museum as national landmark locations in the history of motorless flight. The others are Corn Hill, Truro, MA; Harris Hill, Elmira, NY; Akron, OH; and Frankfort, MI.

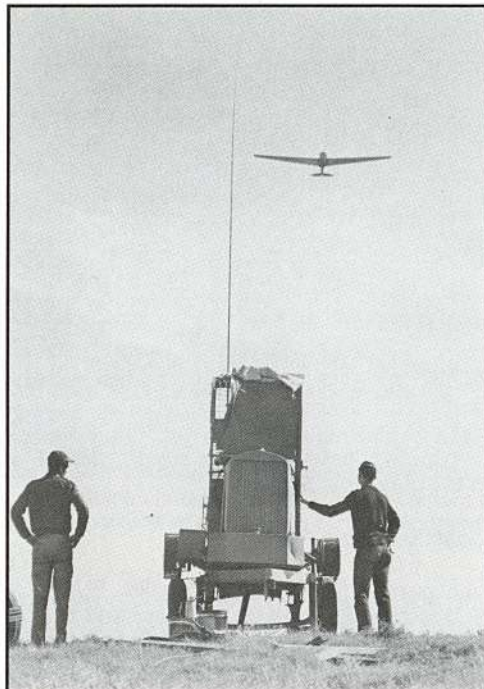
Not much has been recorded of that 1884 flight, other than what the pioneering aeronaut disclosed. In April, 1911, Montgomery spoke before the Aeronautic Society, forerunner of the Aero Club of America in defense of his claim to have invented wing warping in 1883. Don Dwiggins, in his book "On Silent Wings" (2) asserts that, "although quite primitive, the machine, patterned after a gull, appears to have been capable of flight, carrying 90 square feet of wing surface and weighing only 38 pounds."

Montgomery: "I took this apparatus to the top of the hill facing a gentle wind. There was a little run and a jump and I found myself launched into the air. I proceeded against the wind for a distance of 600 feet. In this experience I was able to direct my course at will. Wing warping was born at this moment. The machine had great power because I blindly followed the surface

Continued on Page 3



Above: The 1937 Ross-Stephens RS-1 with Harvey Stephens at the wing tip -Wrecked, rebuilt and modified it later became John Robinson's championship sailplane "Zanonia." (Photo from NSM multi-media collection)



Right, top and middle: The first post World War II meet at Torrey Pines, 1946.

Continued from Page 2

provided by nature...I went to nature to study the properties of control. I watched the movements of the vultures and detected in their actions the twisting of the wing. That gave me the solution."

In "San Diego: Air Capitol of the West" the San Diego Aerospace Museum's Mary L. Scott noted that in 1909 a 125-foot glide down a hill at Albatross and Maple Streets was made by 15-year-old Waldo Waterman. The same intrepid pilot attempted glider flights behind an automobile on Sixth Avenue in San Diego using a Chanute-type hang glider. The last flight ended abruptly when glider and pilot struck a palm tree.

Frazier Curtis flew an 18-foot Chanute-type glider off nearby Mt. Solidad in July, 1910 (3)

It wasn't until 1929 when William Hawley Bowlus piloted the first flight of the Bowlus Model SP-1 at San Diego's Lindbergh Field that glider and soaring activity really got started. Bowlus, a World War I pilot, was a plant manager for the Ryan Aircraft Co. during the construction of Lindbergh's "Spirit of St. Louis."

The SP-1, "Paperwing" was the first glider or sailplane to be issued a registration number by the aeronautical branch of the U.S. Dept. of Commerce. It was Bowlus' 16th model and the first true sailplane. (4)

The same year Bowlus started the Bowlus Sailplane Co. as well as the Bowlus Flight School. The company built approximately 34 model "A" and model "S-1000" sailplanes, as well as model "G-100" primary gliders.

1929 also saw the area's first organized glider meet, the Pacific Coast Glider contest, held at Pacific Beach from the slopes of Mt. Solidad. Six pilots flew a total of 37 flights, of which the longest was "more than one mile and an elapsed time in the air of one minute and forty-five seconds." (5)

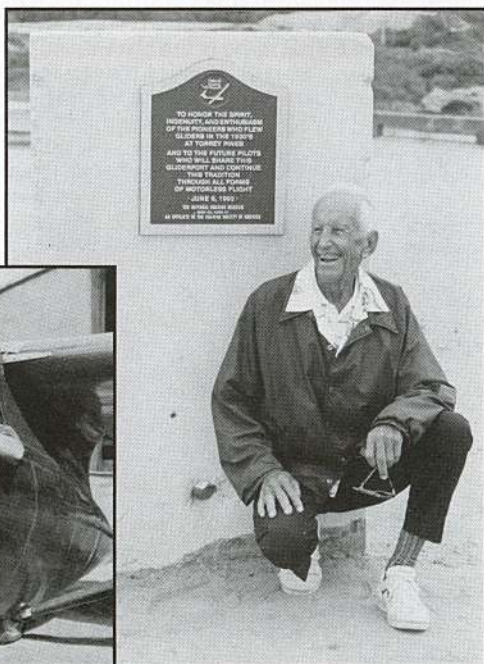
In October, Bowlus set a new altitude record of 250 feet off Pt. Loma and a new duration record of 1 hour, 21 minutes and 9.8 seconds. This was the first official American flight to exceed one hour. (6) Three months later in 1930, he soared to a new altitude record of 1,500 feet and stayed aloft for a record six hours and nineteen minutes. (4)

Both Charles and Anne Lindbergh earned First Class Glider Pilot's licenses #9 & #10 respectively flying at Pt. Loma, Mt. Solidad and Morena in January, 1930. (7) Later "Lindy" piloted a Bowlus Model "A" from Mt. Solidad to Delmar, setting a new Western regional distance record of 10 miles, flying along the cliffs of Torrey Pines on the way. (8)

By February, Bowlus made a new American closed course distance record of 150 miles and of 9 hours and 27 minutes duration at Pt. Loma (4) In April, Jack Barstow flew a Bowlus sailplane 15 hours and 12 minutes there.

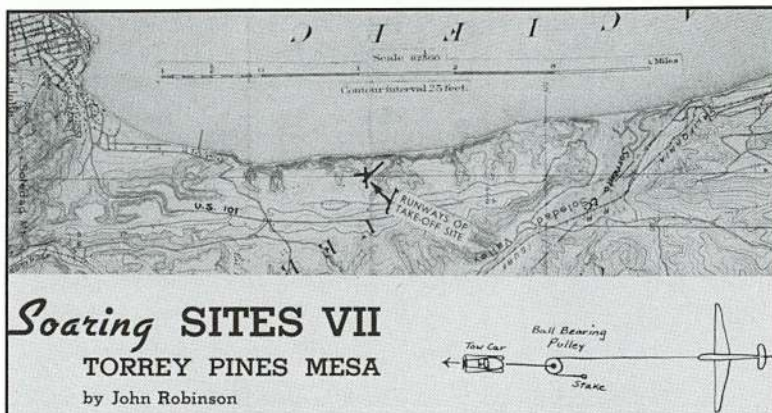


Right: Woody Brown beside Torrey Pine Soaring Landmark. Below: Woody Brown in his Bowlus Baby "Thunderbird" on the cover of the July 1939 SOARING.



March 30th, Frank "Speed" Hawks, one of the era's foremost racing pilots towed off Lindbergh Field on his way to the first transcontinental glider in a specially modified Franklin PS-2 glider, the "Texaco Eaglet." The towplane, a 220 hp. J-5 Whirlwind-powered Waco biplane, was piloted by "Duke" Jernigen,

Continued on Page 4



Soaring SITES VII

TORREY PINES MESA

by John Robinson

Topographic map of the Torrey Pines soaring site and sketch of the single pulley launch system that John Robinson wrote about in the July 1938 SOARING.

Continued from Page 3

with passenger Wallace Franklin. "Wally" was the brother of Professor R.E. Franklin, designer and builder of the glider. (10)

In November, Harland Ross in his "Silver King" sailplane bungee-launched and soared from 6,000 foot Mt. Vulcan in the Laguna Mountain Range near San Diego. (9)

Alan Essery's first glider venture was his 1911 Essery hang glider flown at Collas Heights, San Diego. During 1929 and '31 he designed and flew a series of three primaries. In 1931 he flew a Northrup Primary from Mt. Solidad to the La Jolla Beach and Tennis Club. By this time pioneering enthusiasts were soaring in sea breezes at a half dozen sites along the Southern California coast. In 1992, Torrey Pines was the only active coastal soaring site.

In 1936 Woody Brown landed on top of Torrey Pines cliffs after a take-off from the beach below. He said, "When I first came here the boys were flying their glider off the beach below Torrey Pines...Trouble was, the best flying was in the winter, but the big storms would make such high tides we did not dare to bring our cars on the beach to tow off, and we missed the best flying. We decided to look for a place on top of Torrey Pines, but it was all leased to farmers. I finally found a place near the La Jolla end that was big enough to shock cord off...But it was very dangerous; if anything happened or the shock cord broke, or the car stopped we would run off the edge of the cliff with no flying speed. One day after a big rain, as my wife was towing me off with the car, the wheels slipped in the mud and I did not have full power at take-off. When I failed to get off the ground, coming near the edge, I put the wingtip in the ground, gave full rudder and ground looped to a stop with my tail sticking over the edge of the cliff! So we found a better

Penny Mastt and Sterling Starr promoting the 1955, 9th Annual Championship at Torrey Pines Gliderport.



(location) at the best place on the cliffs and there seemed to be no farming there." The area is the current site of Torrey Pines Glider port. (11)

The Torrey Pines site was leased from the City of San Diego in 1937 by the Associated Glider Clubs of Southern California.

The July, 1938 SOARING magazine carried the first article on Torrey Pines. John Robinson described his "Single pulley tow take-off" auto tow system (see illustration). The arrangement allowed a car towing 20 mph in low gear to launch a glider at 50 mph in a very short time, assuming a 10 mph headwind.

Late that year and in January of 1939, the Torrey Pine Field was dedicated to the Youth of California, and thousands of spectators attended the first three-day glider meet. Robinson performed an aerobatic routine and carried commemorative mail from La Jolla to the field. One letter was sent to President Roosevelt and another to the National Youth Administrator.

Torrey Pines became Camp Cullen in 1942, and many AGCSC members helped in World War II glider training at Twenty-nine Palms.



Aerotowing off the beach at Torrey Pines; Inset: Torrey Pines sailplane pioneers, left to right: John Caston, John Robinson, Woody Brown, Dr. Paul MacCready, John Ludowitz, Victor Saudek and Bud Perl. Lower right: Aerial photo of Torrey Pines Gliderport during the NSM Soaring Landmark ceremonies.

Soon after the war's end, Wally Richard Wilberg and Bob Fronius purchased a surplus LK. During a flight they were forced to land on a high shelf along the bluffs. To re-launch, Fronius pushed Wilberg off the cliff in what became known as the "first and only successful one-man hand launch of an LK."

In 1947 John Robinson became the first three-time National Soaring Champion, as well as the first American to fly 300 miles cross-country. He was also the first in the world to fly over 30,000 feet in a glider and the first to be awarded a Diamond C. (1)

The 2nd Annual Pacific Mid-Winter Championships were held in 1948 at Torrey Pines. Dick Johnson's 40-mile flight from there to Tecate, Mexico was believed to be the first international cross-country flight from the U.S. (12)

Bill Ivans, a AGCSC member, set a new altitude record of 42,200 feet in 1951. The remainder of the decade was sprinkled with records and outstanding contests with the 1955, 9th Annual Meet drawing an estimated 6,000-8,000 people in one day. (13)

The University of California, San Diego, acquired



Dr. Paul MacCready reminisces in the cockpit of Wayne Spani's restored Bowlus Baby Albatross at the Torrey Pines Landmark site.

30 acres of the Gliderport property from the city in 1963 and leased it back to the club. The '60's saw two-day crowds of 10,000 at the site during championship events. Walt Disney Studios filmed "The Boy Who Flew With Condors" in part at Torrey Pines. The first radio-controlled model gliders began operations there and Bob Wills became the first to fly a rogollo-type hang glider off the cliffs. He was also the first to land back on top. (14) Several stories and spectacular photos covering motorless flight at Torrey Pines appeared in SOARING, National Geographic and in other national and international media.

The special scenic appeal of the area was utilized in "Jonathan Livingston Seagull" and "Dawn Flight," both shot in part at Torrey Pines. Gliderport member Mark Smith designed and piloted the radio-controlled seagull used in the former.

Tragedy struck in 1977 with the Balboa Park fire that destroyed nine gliders/reproductions in the San Diego Aerospace Museum. A Baby Bowlus, Alan Essery's "Baby Bomber," an LK-10 and various Chanute, Waterman and Montgomery copies were lost. A year later, the Torrey Pines Soaring Council was formed and its bylaws governing air activity were approved by the Park and Recreation Dept. of San Diego. (14)

Continued on Page 6



In April, 1980, Bill Lemon set a local hang glider endurance record of 12 hours and 12 minutes with an Electra Flyer, "Olympus." (14) Robinson's "Zanonia," skimming over the cliffs at Torrey Pines, graced the cover of the May, 1982 SOARING, the SSA's 50th Anniversary edition. The 1984 SSA National Convention was held in San Diego.

Ken Baier, Lee Kaiser and Fred Lawley became the first paraglider pilots to fly at Torrey Pines in 1989. The same year the University of California, San Diego, identified half of the Gliderport property as an Academic Reserve -- "areas for future academic uses beyond those currently programmed for the General Campus, School of Medicine, and Scripps Institution of Oceanography." Half of the UCSD property remains slated for recreational use. (15)

Since 1969, the area has seen numerous radio controlled model slope racing and aerobatic contests as well as occasional night-fly meets with "cylume" glow sticks attached to R/C model gliders. (16)

These are just a few of the hundreds of outstanding and sometimes spectacular flights and events that have taken place at this world-renowned Gliderport. The development of all forms of motorless flight owes a debt of recognition to the airmen and women who made it happen. To that end, the National Soaring Museum Landmark plaque recognizes the spirit of ingenuity and enthusiasm of these 19th and 20th Century Torrey Pines pioneers. Their spirit vitalizes today's pilots of all forms of motorless flight to carry these traditions into the 21st Century.

(All references except 1, 2 and 10 are from the Torrey Pines Gliderport Monument Committee, NSM Landmark application Feb., 1992.)

(1) Spurgeon, J "San Diego Soaring History," R. Benbough Coll. gives the date as Aug. 28, 1883.

Crouch, Thomas D., In "A Dream of Wings -Americans and the Airplane, 1875-1905" stated that the two full scale 1883 flying machines were failures - and that "Partial success and eventual fame came with his next craft, a fixed wing glider built and flown in 1884."

(2) Diggins, Don, "On Silent Wings," pp 25-27

(3) Breder, M., La Jolla Journal, "Nostalgia Lane," Nov 14, 1963

(4) Personal communication, R. Benbaugh and J.R. Blacksten, 1992

(5) Benbaugh, R. Pacific Beach Historical Society Newsletter, Nov. 1990

(6) San Diego Union, Dec. 9, 1929

(7) Perl, B. Gliding and Soaring with Hawley Bowlus and Charles Lindbergh at San Diego and Lebec, CA, 1929 to 1931, c. 1987 video

(8) San Diego Sun (no date given)

(9) Flying, Aug., 1953

(10) "Frank 'Speed' Hawks" and the Eaglet's' Great Cross-Country Flight," NSM Winter 1985-1986.

(11) Personal communication, W. Brown, Jan., 1992

(12) Sharp, T.E., SOARING, "Looking Backwards 30 Years Ago," Aug., 1978

(13) Spurgeon, J., SOARING, "Torrey Pines 9th Annual Meet," April 1955

(14) Personal communication, D. Belts

(15) UCSD Revised Long Range development Plan, 1989

(16) Personal communication, L. Fogel, 1992



Gary Fogel, ceremonies organizer, holding the Soaring Landmark plaque with NSM's George Edwards.

Torrey Pines Site Memorialized by NSM

By George H. Edwards National Soaring Museum Board President

I suppose I have wanted to fly a glider at Torrey Pines for most of my life, at least since I learned about gliders and sailplanes as a youngster in the Middle West. I tried to make a flight there a few years ago when I had managed a few spare hours during a trip to San Diego, but the weather got in the way.

So you can imagine my delight on the morning of 6 June to find myself in the back seat of the Official U.S. Mail 2-33 launching out of Gillespie Field bound for Torrey Pines and the dedication of the National Soaring Landmark there. The 2-33 was Official for about an hour, but Torrey Pines Gliderport had been designated a U.S. Postal Station for the entire day, and I have a cancelled envelope to prove it.

I was in the back seat hugging the standard-issue U.S. Mailbag like it was an old girlfriend, trying to keep it out of the way of the stick so Ed Slater up front could stay in line behind the Cherokee 180 that was towing us. I've spent a lot of time in the back seat of 2-33's, but never with so much luggage. Those first-day covers were really bulky.

After circling for about three weeks over some very hostile and aggressive hills just out of gliding range of Montgomery while the photographers in a Bell 47 caught up with us, we headed on to Torrey Pines.

We unhooked overhead Torrey Pines, circled the field so the crowd could get a good look at us and we could look for lift,

but couldn't find enough ridge lift off the cliff to sustain. So Captain Slater set up the standard downwind approach, and we arrived in front of the crowd covered with glory, sand, and dust.

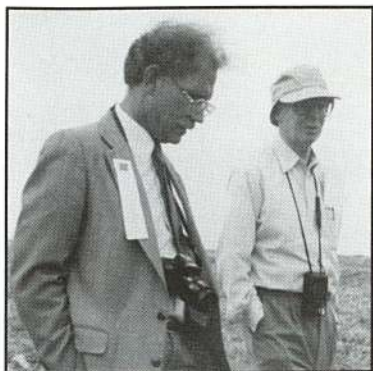
The dedication was wonderfully well organized by Larry Fogel and his team, and attended by a large, enthusiastic crowd seasoned with a liberal sprinkling of veteran glider pilots who had flown at this historic place in the 1930's and other ancestral decades. Former National Champion Paul MacCready spoke, as did many others, including the NSM's Mike Ziomko, who explained the National Soaring Landmark Program.

The Vintage Sailplane Association and the local modelers group put on an excellent static display of historically significant sailplanes and some remarkable radio-controlled models.

After the formal part of the ceremonies, the Fogels had organized a reception for the veteran pilots at the nearby Salk Institute. This provided a chance for some people who had not seen each other for many years, in some cases, to get together to reminisce about flying in the early days at Torrey Pines. I was privileged to attend and eavesdrop on some of those stories.

After the reception, the Fogels invited a huge crowd to their home on the slopes of Soledad Mountain for what they used to call a weenie-roast where I grew up. We sat around and talked about soaring, watched some old movies of Hawley Bowlus flying a Baby Albatross over the Torrey Pines cliffs, and generally wound-down the very busy day.

This dedication accomplished its purpose in that it permanently memorialized significant soaring activity at a site pivotal in the development of soaring in America, but it did much more by bringing together a large number of soaring people for a very happy time of remembering times past. It was a landmark of a dedication.



Drawing Together

By Michael Ziomko
National Soaring Museum
Director of
Institutional Advancement

NSM's Mike Ziomko with Dr. Paul MacCready at the Torrey Pines Landmark site.

The East is East, and the West is West. And they finally met last June. In the West.

The National Soaring Museum formally dedicated Torrey Pines a National Soaring Landmark. It was the fifth such national dedication recognized by the Museum, and the first in the West.

Just as the East and the West have different soaring conditions and experiences, they also have different histories. But their pride of early and continuing soaring flight is common, and with the dedication of this Landmark we celebrate that together.

Historically the East boasts Chanute, Lamson, and the Wright Brothers. The West proudly reminds us that John Montgomery conducted glides before Orville was even a teenager. The East points to South Mountain and Harris Hill in Elmira; the West, Point Loma and Torrey Pines. The East has the Elmira Gliding Club; the West, the Associated Glider Clubs of Southern California. The East, Schweizer Aircraft Corporation; the West, Bowlus Sailplane Company. And I could go on.

Soaring has a strong tradition all across the country, and it was never more apparent to me than when I spoke on behalf of the Museum at this latest Landmark ceremony.

John Robinson, first in the world to earn a Diamond C, has flown in both East and West. Woody Brown, on the other hand, had his entire soaring career in the West. He asked me to give his greetings to the people of Elmira even though he hadn't met them personally.

Ruth Bowlus and her grandson brought the august Bowlus presence to the gathering. Their own stories were capped later in the day by the showing of a film of Hawley Bowlus flying at Torrey Pines in the '30's. Paul MacCready came down from Pasadena to give the keynote address. Vic Saudek and John Ludowitz came from the LA area. Helen Dick, Bill Ivans, and many, many others came to remember their roles and the roles of others passed away who had animated the site with their love of flight.

There were also many whose presence demonstrated the current vitality of motorless flight off the famous bluffs. Representatives of the hang glider association, the paraglider association, and remote control modelers were all there flying (the day before) as well as speaking, on the day of the ceremony. The old runway is still used by full scale sailplanes during certain times of the year.

Official proclamations from numerous governmental entities, including the City of San Diego, the county, the state of California, and Washington, were read recognizing Torrey Pines' place in history. The United States mail was flown by a Schweizer glider and officially stamped and received by the La Jolla Postmaster.

And the crowd to witness and celebrate this commemoration was large and enthusiastic.

The symbol of Torrey Pines and the facts of the West's role in soaring have always been an important and significant part of the archives and collections of the National Soaring Museum. With this Landmark dedication it has been our honor to engrave that message to the world -- in the form of a bronze plaque that is permanently affixed to a World War II radar tower footer not a hundred feet from the bluff.

You can help in preserving America's soaring heritage.

If you have historic memorabilia and excess or duplicate publications, please contact the National Soaring Museum to discuss contribution to the Museum's collections and archives.

Share your collection of Soaring artifacts and reminiscences with interested succeeding generations.

Address: Mary D. Flaspahler,
Director of Museum Services
National Soaring Museum
Harris Hill, RD#3, Elmira, NY 14903

ON THE COVER

A George Uveges photo on the cover of the June 1975 SOARING magazine showing Harry Baldwin, then North American 1-26 Champion, soaring along the California coast during the 29th Torrey Pines Glider Meet. Baldwin's 84-mile flight - the meet's longest - helped him to win the competition.

CALENDAR OF EVENTS

DATE	EVENT	LOCATION
Sept. 12-13	Chemung Valley Air Show	Elmira/Corning Regional Airport
Sept. 19	Community Soaring Day featuring Kite-Citement and 1903 Wright Flyer Fabric Dedication	NSM/Gliderfield
Oct. 24	Board of Trustees Meeting 19th Annual Ralph S. Barnaby Lecture	Alexandria VA
Dec. 4	Annual Community Soaring Luncheon	NSM Community Room

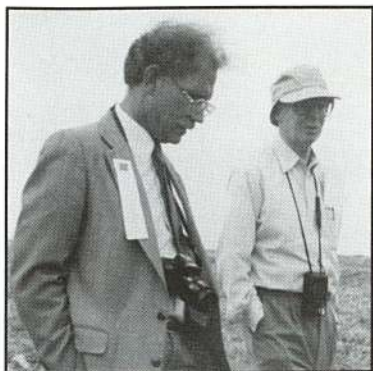
For further information,
contact Paul Prunier, Curator of Education

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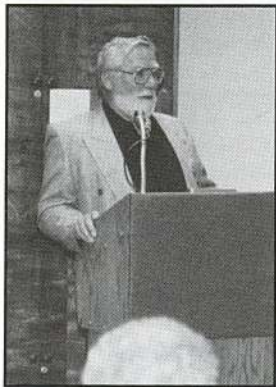
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Sailplane Homebuilders Association/Eastern members attending the July 18 Banquet-meeting at the National Soaring Museum.



Jack Lambie, keynote speaker at the SHA/Eastern banquet.

The Sailplane Homebuilders Association/ Eastern Workshop Banquet at the NSM

Jack Lambie was the keynote speaker at the Saturday evening, July 18th Sailplane Homebuilders Association/Eastern banquet at the NSM.

Lambie, from Orange, CA, wrote a book on sailplane construction and has written numerous articles for SOARING and other publications. Earlier, he conducted a seminar on "lift" at the SHA Eastern Workshop. Lambie has built, owned and flown a number of sailplanes, including a Fauvel flying wing. Additionally, he is known as the father of modern hang gliding, having re-introduced the 19th Century Chanute-style glider.

The keynoter reminded his audience that building a glider is a wonderful experience. He built one of the first Schweizer 1-26's, kit No. 5 in 1955, working for one full year.

He said, "...funny thing, when you're building something and you're in the midst of stacks of parts and you're doing this and that, you come to a certain point, and I'm not sure where it is, that it's not just parts anymore...It's an airplane. It's one of the most thrilling transitions of homebuilders."

After working 12 hours a day over the Christmas vacation to complete the 1-26, he put the identification numbers on the wrong wings. Lambie chuckled, "Flying at Torrey Pines (CA), you could always identify my ship; the one with the numbers on the opposite side of the wings."

That's where he learned to ride the "shear-line," he said. The smoggy sea air comes in through the passes and moves across Southern California in a big wall of smog. As it comes out the other side it's clear and a wind shift occurs at that break. Lambie explored and researched shear-line flight and wrote five papers on this phenomenon.

He said that he became so good at it that one day he figured he would shear-line cross-country out and slide back at under 2,000 feet...Unfortunately this quirky shear-line still had a few undetected tricks. Lambie was sinking rapidly and was down to about 900 feet when he spotted a vulture with motionless wings, wheeling skyward. "Saved," he thought as he darted over

next to the spiralling raptor. At that moment the vulture started flapping its gigantic wings and Lambie woefully started to set up his landing pattern.

On final, he passed over small buildings and a sort of playground. Thumping and rolling to a stop he noticed reddish and pinkish-looking people starting towards him and as they approached he realized that he had landed in the middle of the Silver Lakes nudist camp!

The campers evidenced great interest in the ship and the nature of soaring. They asked if Lambie wouldn't like to stay for dinner and give a talk on motorless flight; but first, a most welcome shower.

Jack described what happened next: "After the shower as I was drying off, I saw this copy of 'Sunshine and Health' magazine on the stand that showed people playing volley ball and even dining, naked. Just then, there was a rap on the door announcing dinner." Lambie, standing in the buff, thought, "Who am I to knock them when I fly into their camp, in an airplane without a motor, going nowhere." Shrugging, he decided to go to dinner "as is." He said, "I went in, with my eyes kinda straight ahead. I got to a seat at the front table and everybody started laughing; they were fully clothed. They had all dressed in my honor - and here I was with no clothes on!"

He laughed, "It was one of the most popular and well received talks on how a glider works I ever gave."

Understandably so. Lambie is a natural raconteur who delighted banqueteers with this story and others about how people and sailplanes that could, couldn't, should have, and did.

He closed with an account of a Schweizer 1-19 flight early in his career in which he was flipped, frozen, drenched and blown from Chicago to Indianapolis immediately ahead of a vicious cold front.

The prolific storyteller and writer was rewarded with a wave of applause and by being ringed by questioners and well-wishers afterwards.